



PRAIRIE POINT SITE PLAN 2 (KINGS POINT NORTH):

INTENT

In September of 2021, Kings Point North Master Plan Amendment #3 was submitted to Aurora and has been approved to proceed to mylars. Infrastructure site plans (ISP East and ISP West) have been submitted to Aurora and have gone through two rounds of comments. Prairie Point Site Plan 1 and Filing 1 were submitted to the City and we have received several rounds of review. Prairie Point Site Plan 2 and Filing 2 proposes 305 platted homesites within Prairie Point, formally Kings Point North.

The plan encompasses 136.5 acres. Of the 136.5 acres 68.4 acres is single family lots; 27.8 acres is Right-of-Way Dedication; 8.8 acres or neighborhood park; 14.8 acres for Open Space (Tract C & N); and 16.8 acres of landscape, easements, and detention ponds tracts.

The proposed 305 single family residential homesites range from 5,000 sq.ft.- 52,102 sq.ft. Of the 305 homes (5) are in PA-20, (66) are located in PA-21, (25) in PA-22, (100) in PA-23 and (109) in PA-25. Each planning area does not exceed the maximum allowed number of units allowed per the Master Plan Amendment #3.

ADJUSTMENTS

Ordinance: 146.4.3.10.c Lot Design & Layout (Double Frontage Lots)

Adjustment: Double frontage homes allowed adjacent to E. Prairie Point Drive, S. Ireland Way, and East Dry Creek Road given a 20' landscape buffer is provided.

Rational: A large percentage of the E. Prairie Point Drive, S. Ireland Way, and East Dry Creek Road site exceeds 10% slopes. In many areas connecting all local roads to the collectors to eliminate double frontage lots causes more grading and disturbance to the site. Allowing double frontage lots in areas provides a grade transition zone between the collector/local and development. To reduce the impacts, a 20' landscape buffer is proposed that will adequately setback fences and screen fences from the road.

Criteria for Approval:

- a. The proposed variance results in improved design.

The adjustment decreases the grade transitions and disturbance of the site while providing less intersections along collectors and provides additional landscape within the proposed 20' buffer.

- b. The proposed variance does not adversely affect the character of lower density residential areas.

The adjustment does not adversely affect the character of lower density residential areas.

c. The proposed variance will result in development that is compatibility with adjacent land development.

The proposed plan with the adjustment is compatible with the surrounding land development.

d. The proposed variance will not result in undue or unnecessary burdens on existing infrastructure and public improvements, or arrangements have been made to mitigate those impacts.

The adjustment does not create any burdens on existing infrastructure and public infrastructure and public improvements.

e. The proposed variance results in development that achieves internal efficiency for its residents and does not endanger public health or convenience.

The adjustment results in a more efficient site plan and does not endanger public health or convenience.

f. The proposed variance results in development that controls external effects on nearby land uses, movement and congestion of traffic, noise generated, arrangement of signs and lighting to prevent nuisances, landscaping, and features to prevent detrimental impacts on public health, welfare, safety or convenience.

To reduce the impacts, a 20' landscape buffer is proposed that will adequately setback fences and screen fences from the road.

TEAM

Owner/ Applicant

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Civil

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Landscape/Planning

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CONFORMITY WITH SECTION 146-405(F)

1. Consistency with comprehensive plan. The proposed site plan is consistent with the provisions of the comprehensive plan, the City Code, and plans and policies adopted by city council that apply to the affected area. During the Master Plan Process, conformity with the comprehensive plan was determined, this site plan follows the uses, densities, etc. set forth in the master plan.

2. Impact on existing city infrastructure and public improvements. The Master Plan process studies the impacts to infrastructure. A PIP was approved as part of the Master Plan which this site plan follows.

3. Density. The density for all of Kings Point North was set at a maximum of 1,786 residential units. The 1,786 was further divided into each planning area. The proposed site plan does not exceed the maximum allowed in each of the planning areas 20, 21, 22, 23, and 25.

4. Protection and appropriate use of environmental features and topography to enhance the development. The area around site plan 1 has not been shown to have significant natural features, resources, or sensitive areas. The site plan has been designed to minimize the amount of grading and disturbance required on the site.

5. Landscaped area. The site plan conforms with the requirements of the UDO. The proposed landscape design further enforces the character of the development by providing enhanced native landscapes throughout the community that are reminiscent of the natural landscape in the area and surrounding neighborhoods. Street trees and shrubs on primary roads are clustered into groups as much as possible, while meeting code requirements. Native prairie grasses will be used to give the project the feel that the development was placed into the natural setting. All curbside landscaping adjacent to S. Ireland Way, E. Dry Creek, and Kings Point Dr. along with portions of Tracts C, Q, and N are included in the ISP East plan set.

6. Internal efficiency of design. The proposed design allows for the efficient circulation of pedestrians and cars through the site. The proposed design also incorporated specific road layouts which minimized the amount of earthwork required.

7. Control of nuisance impacts. The proposed site has adequate buffers and is similar in land use to the surrounding land uses to minimize any impacts to the surrounding neighbors.

8. Urban design, building architecture, and landscape architecture. The site plan does not include any architectural plans; however, the landscape will meet or exceed all the Aurora requirements to create a community that is aesthetically pleasing while also utilizing water sensitive design.

9. Adequacy, accessibility, and connectivity of traffic and circulation plans. General circulation designs and corresponding traffic reports were approved with the Master Plan. The proposed site plan follows all of the circulation and connectivity set forth in the Master Plan. Prairie Point Site Plan 2 is accessed via S. Ireland Way, E. Dry Creek Road, and Kings Point Dr. which are both designed as part of Kings Point North ISP East. Planning Areas 20, 21, and 22 are accessed from E. Irish Place which connects to Jamison Drive to E. Dry Creek Road at a full moment intersection. A second point of access is provided off S Ireland Way. Planning Area 23 has 2 access points off E. Dry Creek Road. Planning Area 25 has 2 access points off Kings Point Drive. All connections meet the intent of the Master Plan Amendment #3. The High Plains Trail is proposed with the ISP East plan set. All development proposed within the Site Plan 2 area consists of detached

walkways along streets. Per the Master Plan Amendment #3 there are no additional connections required.

BLACK FOREST ORDINANCE

The Black Forest Ordinance is applicable to Prairie Point. Tree surveys and analysis have been completed this year, and the City of Aurora Forestry Division has been included in the correspondence. A tree mitigation plan is being processed for all of Prairie Point with the mass grading plans, given this is the process in which the trees need to be located or would be disturbed.